Fact Sheet
Line 67 Supplemental Environmental Impact Statement

INTRODUCTION

The Department of State (Department) is reviewing an application from Enbridge Energy, Limited Partnership (Enbridge) for a new Presidential Permit that would authorize Enbridge to increase the flow of crude oil and other liquid hydrocarbons through the border segment of its Line 67 pipeline (see back of Fact Sheet), formerly called the Alberta Clipper pipeline. Outside of the border segment, Enbridge added or upgraded facilities at seven pump stations, and added storage tanks at Enbridge's Superior Terminal in Superior, Wisconsin. Enbridge seeks authorization to increase flow through the border segment from the previously approved design capacity of 500,000 barrels per day (bpd) for heavy crude oil to the full design capacity of approximately 890,000 bpd for heavy crude oil.

Enbridge interconnected Line 67 with Line 3 (another Enbridge-owned pipeline traveling in the same right-of-way) outside of the border segment on both sides of the border. These interconnections allow Enbridge to use the increased pumping capacity throughout most of Line 67, while not increasing oil flow through the Line 67 border segment, which is covered by the existing Line 67 Presidential Permit. Enbridge cannot increase the flow rate of crude oil through the Line 67 border segment without a new Presidential Permit.

PRESIDENTIAL PERMIT

In August 2009, the Department issued a Presidential Permit to Enbridge to construct and operate Line 67 to carry crude oil and other hydrocarbons across the border from Canada into the United States. Enbridge applied to expand the flow in the Line 67 border segment in November 2012, and then amended that application in June 2014 to reflect the planned (since completed) interconnections. Executive Order 13337 requires the Secretary of State to determine whether the issuance of a new Permit for certain types of border facilities, including those for cross-border petroleum pipelines, would serve the national interest. That determination process involves consideration of many factors, including but not limited to foreign policy; energy security; environmental, cultural, and economic impacts; and compliance with applicable law and policy.

ENVIRONMENTAL REVIEW

The Department prepared a Supplemental Environmental Impact Statement (SEIS) consistent with the National Environmental Policy Act (NEPA) as an input into the Secretary's (or his delegate's) national interest determination regarding the requested Presidential Permit. The SEIS supplements the Department's analysis in the June 2009 Final Environmental Impact Statement (EIS) prepared as part of the 2009 Alberta Clipper Presidential Permitting process. The 2009 EIS, which considered the previous design capacity of 500,000 bpd of heavy crude oil, documented the potential environmental impacts of the construction, connection, operation, and maintenance of border facilities for importation of heavy crude oil from Canada. The Line 67 SEIS analyzes the potential environmental impacts of increasing the design capacity. For heavy crude oil, the change would be from 500,000 bpd to 890,000 bpd. This would typically yield an annual average capacity of approximately 800,000 bpd of heavy crude oil (see back of Fact Sheet).

In response to Enbridge's 2012 application, the Department issued a Notice of Intent (NOI) on March 15, 2013 and an amended NOI on August 18, 2014 announcing the Department's intention to prepare an SEIS. The SEIS will not approve or deny the Presidential Permit application for the proposed Project. Instead, the SEIS assesses the potential environmental impacts that could result if the Presidential Permit application were approved or denied, and considers associated cumulative effects.

GOVERNMENT & COMMUNITY CONSULTATIONS

Throughout the SEIS and Presidential Permit application review process, the Department consults with federal, state, and local government agencies, tribal governments, and affected communities.

POINT OF CONTACT

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The following website provides additional information on the SEIS:
http://www.state.gov/e/enr/applicant/applicants/c55571.htm

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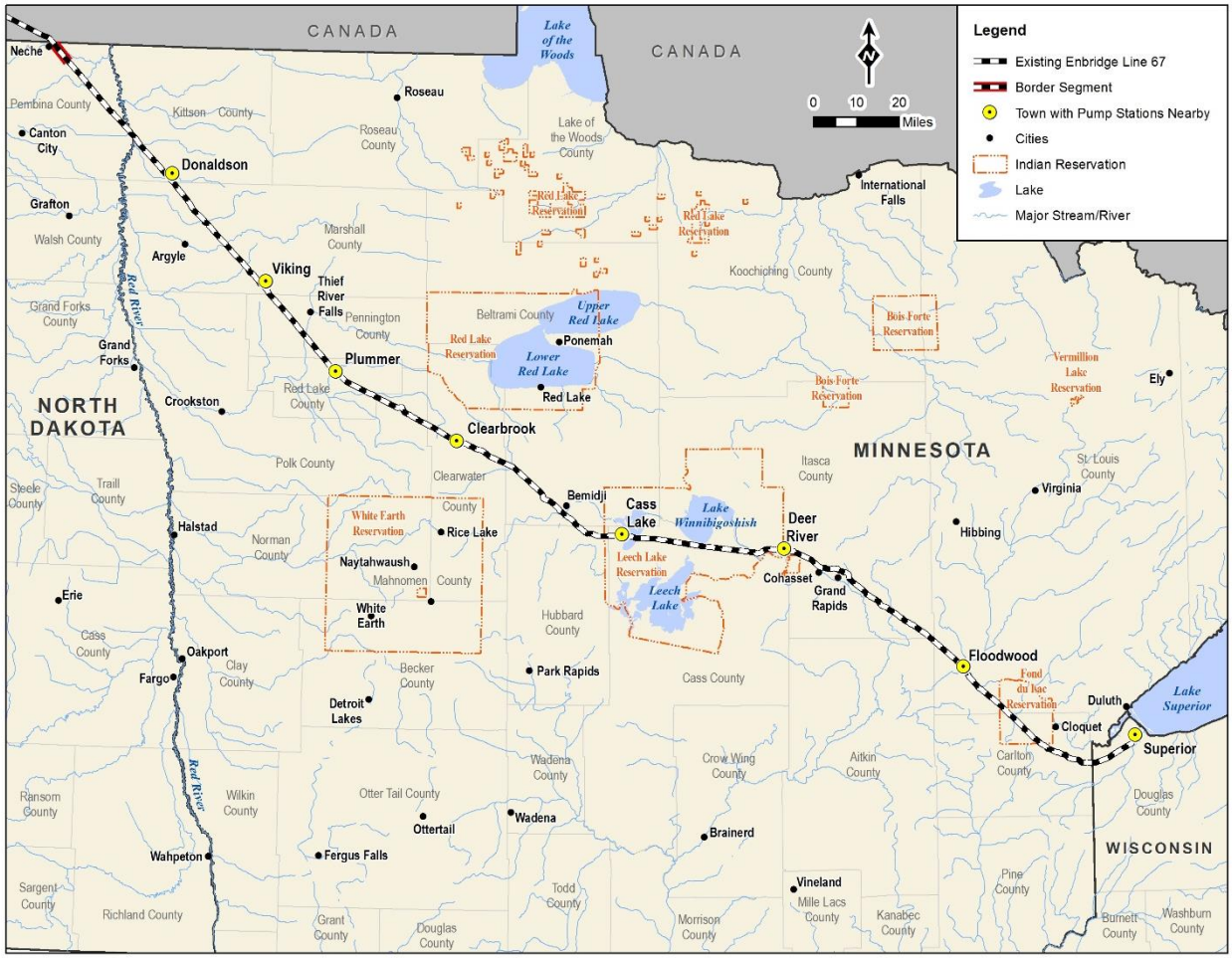

LINE 67 CAPACITY

What is the Annual Average Capacity and Design Capacity? The *annual average capacity* represents the throughput, or flow rate, that is expected to occur in a pipeline when averaged over the course of a year. The *design capacity*, in contrast, represents the throughput that the system design would achieve in ideal conditions, where there is perfect efficiency and no downtime for maintenance or other purposes. As a general rule, Enbridge estimates that the annual average capacity is 90 percent of the design capacity.

What is the Design Capacity Being Considered in the Line 67 SEIS? Enbridge designed the Line 67 Expansion to meet shipper demand for an annual average capacity of 800,000 bpd of heavy crude oil. Using the 90 percent efficiency estimate mentioned above, the system was therefore configured for a design capacity of 888,889 bpd, as 800,000 is 90 percent of 888,889. In its 2012 permit application, Enbridge stated the proposed design capacity for the expanded Line 67 as 880,000 bpd for heavy crude. Based on the application, the Line 67 NOI and amended NOI included a design capacity of 880,000 bpd. As part of the SEIS process, Enbridge provided more detailed and corrected information, resulting in the Department's consideration of a design capacity of 888,889 bpd (890,000 rounded) of heavy crude oil in its Line 67 SEIS. It is important to note that the 890,000 bpd design capacity and 800,000 bpd annual average capacity numbers are for heavy crude oil transport. The design capacity and annual average capacity numbers could be higher for lighter and less viscous crudes, which are also considered in the SEIS.

TIMELINE

Application Submitted	Public Scoping	Environmental Analysis	Public Meeting	Draft Supplemental EIS	Final Supplemental EIS	National Interest Determination

We are here